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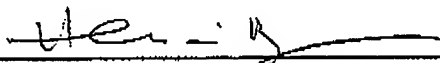
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Application no. 10/725,226 filing date: 12/01/2003 Art Unit no. 3683

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Notice of Non-Compliant Amendment (37 CFR 1.121)

The amendment document filed on 3-8-05 is considered non-compliant because it has failed to meet the requirements of 37 CFR 1.121. In order for the amendment document to be compliant, correction of the following item(s) is required. Only the corrected section of the non-compliant amendment document must be resubmitted (in its entirety), e.g., the entire "Amendments to the claims" section of applicant's amendment document must be re-submitted. 37 CFR 1.121(h).

THE FOLLOWING CHECKED (X) ITEM(S) CAUSE THE AMENDMENT DOCUMENT TO BE NON-COMPLIANT:

- ☐ 1. Amendments to the specification:
 - ☐ A. Amended paragraph(s) do not include markings.
 - ☐ B. New paragraph(s) should not be underlined.
 - ☐ C. Other _____
- ☐ 2. Abstract:
 - ☐ A. Not presented on a separate sheet. 37 CFR 1.72.
 - ☐ B. Other _____
- ☐ 3. Amendments to the drawings: _____
- ☒ 4. Amendments to the claims:
 - ☐ A. A complete listing of all of the claims is not present.
 - ☐ B. The listing of claims does not include the text of all pending claims (including withdrawn claims)
 - ☒ C. Each claim has not been provided with the proper status identifier, and as such, the individual status of each claim cannot be identified. Note: the status of every claim must be indicated after its claim number by using one of the following 7 status identifiers: (Original), (Currently amended), (Canceled), (Withdrawn), (Previously presented), (New) and (Not entered).
 - ☐ D. The claims of this amendment paper have not been presented in ascending numerical order.
 - ☐ E. Other: _____

For further explanation of the amendment format required by 37 CFR 1.121, see MPEP Sec. 714 and the USPTO website at <http://www.uspto.gov/web/offices/pao/dapp/opia/propnotice/officeliver.pdf>.

If the non-compliant amendment is a **PRELIMINARY AMENDMENT**, applicant is given **ONE MONTH** from the mail date of this letter to supply the corrected section which complies with 37 CFR 1.121. Failure to comply with 37 CFR 1.121 will result in non-entry of the preliminary amendment and examination on the merits will commence without consideration of the proposed changes in the preliminary amendment(s). This notice is not an action under 35 U.S.C. 132, and this **ONE MONTH** time limit is not extendable.

If the non-compliant amendment is a reply to a **NON-FINAL OFFICE ACTION** (including a submission for an RCE), and since the amendment appears to be a *bona fide* attempt to be a reply (37 CFR 1.135(c)), applicant is given a **TIME PERIOD** of **ONE MONTH** from the mailing of this notice within which to re-submit the corrected section which complies with 37 CFR 1.121 in order to avoid abandonment. **EXTENSIONS OF THIS TIME PERIOD ARE AVAILABLE UNDER 37 CFR 1.136(a).**

If the amendment is a reply to a **FINAL REJECTION**, this form may be an attachment to an Advisory Action. The period for response to a final rejection continues to run from the date set in the final rejection, and is not affected by the non-compliant status of the amendment.

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Detectable automatic braking system referring to claim 1, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts braking motor rotating triangle wheel to its edge point pressing at the opposite side of upper pedal to brake, braking locked by lock device of motor to bracket arm of triangle wheel, brake released by driver's button and spring force on FIG. 3 to FIG. 5 of triangle wheel structure Duo. (re-organized - formerly claim # 2)

Detectable automatic braking system referring to claim 1, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts braking motor rotating triangle wheel to its edge point pressing at the opposite side of upper pedal to brake, braking locked by lock device of motor to bracket arm of wheel, brake released by driver's button and rewind spring or using double spinning motor on FIG. 9, FIG. 10, FIG. 6 of triangle wheel structure Du. (re-organized - formerly claim # 2)

Detectable automatic braking system referring to claim 1, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts brake motor, its axis fixing between center and rim of a round wheel, rotating at wheel summit pushing on pedal part to brake, braking locked by lock device of motor to bracket arm of wheel, brake released by driver's button and rewind spring or using double spinning motor on FIG. 12 of round wheel structure Duo-A. (re-organized - formerly claim # 2)

Detectable automatic braking system referring to claim 1, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts brake motor, its axis fixing between center and rim of a round wheel, rotating at wheel summit pushing on pedal part to brake, braking locked by lock devices of motor to its inner wheel, brake released by driver's contact and spring force on FIG. 14 of round wheel structure Duo-a. (re-organized - formerly claim # 2)

Detectable automatic braking system referring to claim 1, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts brake motor; its toothed spindle engaging through gear-nut of frame screwing out pressing on pedal part to brake, braking locked by lock device, released by driver's button and slotted spindle spring force or spring linked to frame on FIG. 16 of screw & unscrew structure Duo-B. (re-organized - formerly claim # 2)

Detectable automatic braking system referring to claim 1, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts brake motor, its axis engaging a tube outlet of frame with grooved end part rotated by a gear of motor, moving axis pressing on pedal part to brake, braking

locked by lock device, released by driver's button and spring on FIG. 18 of axis-gear structure Duo-C. (re-organized - formerly claim # 2)

Detectable automatic braking system referring to claim 1, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts brake motor, its axis fixing between center and rim of a round wheel with connecting rod, pressing to an extra outlet built from brake original booster/master cylinder to brake, braking locked by lock device and released by driver's button using revert spring force at back spin on FIG. 20 of extra outlet structure Duo-D. (re-organized - formerly claim # 2)

Detectable automatic braking system referring to claim 1, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts oscillator moving the frame, on which an extra outlet with hose, connecting rod kit in air releasing spring unit placing with ball bearing centered to a wheel, pressing to a rubber cover wheel manufactured as a part of double pulley rotated by car engine to brake, braking locked by lock device, released by driver's contact on FIG. 22 of moving frame structure Duo-E. (re-organized - formerly claim # 2)

Detectable automatic braking system referring to claim 1, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts motor to drive a rectangular bracket pressing on pedal part to brake, braking locked by lock device, released by driver's button and spring force on FIG. 24 of bracket drive structure Duo-F. (re-organized - formerly claim # 2)

Detectable automatic braking system referring to claim 1, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts motor to rotate its bar pressing on pedal part to brake, inner wheel locked by lock device inside motor during braking, released by driver's button and rewind spring on FIG. 26 of direct spin structure Duo-G. (re-organized - formerly claim # 2)

Detectable automatic braking system referring to claim 1, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts motor to rotate its oval wheel pressing on pedal part to brake, wheel locked by lock device, released by driver's button and rewind spring on FIG. 28 of oval wheel structure Duo-H. (re-organized - formerly claim # 2)

Detectable automatic braking system referring to claim 1, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts motor to rotate its hexagonal wheel pressing on pedal part to brake, inner wheel locked by lock device inside motor during braking, released by driver's button

and rewind spring on FIG. 30 of hexagonal wheel structure Duo-I. (re-organized - formerly claim # 2)

Detectable automatic braking system referring to claim 1, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts both functioning of motor braking and pressing button standby of mini-motor which will rotate to draw lock device resulting from earlier pressing action releasing the brake automatically just after radar(s) detecting free, of automatic releasing process. (re-organized - formerly claim # 2)

Detectable automatic braking system referring to claim 1, wherein brake motor be fixed between supporting springs, appropriate motor rotating at a speed to brake a car fast enough to stop its running, if using motor spinning at both sides: one side to brake and the other side to release at low speed replacing spring force, in which switch turning brake motor off prior to braking and locking, lock; pushing a bracket over edge point of a bar/rod under spring force be blockade in device and releasing by cable drawing opposite side of rod on Du7, J2e of FIG. 9 and D7, J2d of FIG. 20, of lock device. (new)

Detectable automatic braking system referring to claim 1, wherein automatic water switch equipped to be connected by raining water between electric wires to turn on second sensor in the front of car for detecting at a longer distance to earlier stop car running on wet, drying water by wind to extinguish the function of second sensor/radar after raining over on FIG. 42 of automatic water switch. (re-organized - formerly claim # 2)

Detectable automatic braking system referring to claim 1, wherein a third sensor/radar be equipped in the front of car to detect to sound sonorous alarm or recorded message to driver at the earliest among these sensors once obstruction detected by this sensor/radar, driver may lower car speed to avert automatic braking, of automatic voice sound. (new)

Detectable automatic braking system referring to claim 1, wherein once obstruction being detected, the third sensor/radar automatically reacts both motor braking and mini-motor drawing to unlock lock device to brake and to release while sensor(s) detecting free to lower car speed safely at a longer distance, or using a second braking unit without lock for third sensor/radar, in which a revert timer be installed to switch off third sensor/radar for certain minutes letting cars approach closer during heavy traffic, of automatic lower speed system. (new)

Detectable automatic braking system referring to claim 1, wherein color signal

lamp being "on" showing to driver while entire braking system being "off", driver may switch off the entire system by a driver's contact when necessary or driver finding impossible to balance his car on ice-covered road if braking operating, in which a thermostat be installed to disconnect color signal lamp in winter snow, of automatic safety system. (new)

2. What I claim as my invention is : Detectable automatic alarm system used for all kinds of motor and engine vehicles, automobiles, cars, trucks, buses, vans, trains, motorcycles, airplanes, ships, etc including: (currently amended)

Small sensor(s)/radar(s) or detectable devices equipping at both sides of a car to sound sonorous alarm or recorded message to driver, indicator showing color signal lamp: right or left side be detected once running cars extremely approaching each other, (re-organized)

and extra sensors/radars or detectable devices equipping on right & left mirrors of cars for back detecting during turning, sonorous (signal) alarm or voice sounding to driver (on indicator) if rear car being detected by radar at a distance while signal lamp being on. (new)

3. What I claim as my invention is : Automatic stop lamp system for traffic light including:

Extra lamp(s) be equipped for traffic light at a position to focus its beam at lighting zone limit on red to stop cars advancing on red that its beam has capacity to react function of Detectable automatic braking system on sensor(s)/radar(s) of front cars. (re-organized)

Detectable automatic braking system referring to claim 1, Detectable automatic alarm system referring to claim 2 and Automatic stop lamp system referring to claim 3 wherein the original elements, composition, function, structures, process of making, contents, illustrations, installation, of the invention, any other structures, modifications, replacement of parts assembling to make up the same systems or to perform similar devices referring to their original fundamentals to the same effect and combining the invention with any other devices or systems using other names are in the scope of the protection of the invention, the invention be used everywhere. (re-organized - formerly claim # 2)